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FLOOR DEBATE

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LB 75

and it stayed there for quite some time. It's come back down now because a lot of the ethanol was going to the southwest part of the United States and their air quality requirements change in the spring so they don't have the demand. They lowered their price. I'm going to repeat myself. I...this is the second time. I think I have about four more to go. What we're doing now is selling...

SENATOR CUDABACK: One minute.

SENATOR BAKER: ...three grades of fuel at your major stations. What this bill is targeting is the small people, small retailers, who are not currently selling ethanol, and those typically are low-volume stations, not major, not affiliated with a major company, probably two products in the rural areas--diesel fuel and no lead gas. And if you look back at that graph, I'm talking about that right-hand bar graph, the people that sell 25 percent of the gallons are 86 percent of the raw...the retailers. Those are the small, low-volume people; can't afford to put in another pump, another tank. In my case, I've been contacted by a couple people there that simply say they'll just close their doors. They're not going to go ahead and make the investment. Where they're maybe selling, I don't know, a hundred or two hundred thousand gallons of fuel a year, they can't afford to put another pump and tank in. Once again, we're selling three grades. The majors, the retailers...

SENATOR CUDABACK: Time.

SENATOR BAKER: ...over there in the middle bar graph that are selling about 75 percent of the fuel, already offer ethanol at 89 percent...89 octane. What this would do is force...

SENATOR CUDABACK: Time, Senator Baker.

SENATOR BAKER: ...them to drop that; to go 87 octane ethanol. Thank you.

SENATOR CUDABACK: Thank you, Senator Baker. (Visitors introduced.) On with discussion, the Chambers amendment to the committee amendment, Senator Chambers. Senator Chambers, you're